attamed from First Pag

ed out to carry the largest sh articite not produced in this More than this, the theory ofton, as explained over abd in in the bouse debates on the that the typrotecting an indu-be built up and established a

The most important part of Se Elkins' speech is that in which he pro discriminating laws of the early

merican sailors want higher wage has foreign sailors knoglish, Germin and other sailors work for less wage han Americans, because herefold mericans have found better wages and a saster life in pursuits on land. Protection is figured largely on the differ nee between the wages paid abroat and in this country. Protection to merican shipping might well be conferred on the same lines with reference of wages paid by foreign and American seasels.

to the service of the

ABSTRACT OF SPEECH.

Unantwerable Arguments in Favor of the Accomplished by Her Policy-How the Building Up of American Shipping Would Benefit the Whole People. WASHINGTON, D. C., April 5.—Mr.

Elkins, of West Virginia, called up and had read his bill charging a duty of er cent on all goods shipped into United States in other than United States vessels, this duty to be in adother duties levied, Mr. Elkins delivered an exhaustive speech on the et, soing over every detail of ship-

subject, soing over every detail of ship-ping both at home and abroad. In his opening remarks the Senator said: "Under a proper policy of encourage-ment to American shipping the United States, with its 8,000 miles of seacoasts, its navigable rivers and lake coast, fine harbors, variety of climate, productive capacity, rapidly increasing population; its position on the globe—Asia on one side with 600,000,000, and Europe on the other side with 400,000,000, or people—

of the

ones when attacked with a serious throat or lung trouble, resort at once to Dr. Bull's Cough Syrup, a never-failing ramedy. "I used Dr. Bull's Cough Syrup for my son, who was eight years old. He has been troubled with a bronchial cough since he was two and a half years of age, and I have tried everything, but found Dr. Bull's Cough Syrup does him the most good." Mrs. A. Gelb, 317 Demott St., West Hoboken, N.J. Dr. Bull's Cough Syrup costs only 25 cents, and is cheaper than the dealer's big profit making substitute, because Dr. Bull's Cough Syrup always cures while the substitute does not.

Step by step the encircling ring protection was broken, but never with could suffer from the change of condi been achieved or maintained save by first excluding foreign-built vessels

States cannot reach its full growth and measure of progress until its shipping and commerce is relatively equal to its shipping and commerce is relatively equal to its shipping and commerce is relatively equal to its findustries on land. During the last findustries on land. During the last flitty years he people of the United States. But the conditions are not shipping it deserves, the time is at heart however, when the opportunities on land have so dishinshed that have not given that attention to shipping it deserves. The time is at heart however, when the opportunities on land have so dishinshed that have not given that attention to shipping it deserves. The time is at heart however, when the opportunities on land have so dishinshed that have not given that a fertion to shipping it deserves. The time is at heart however, when the opportunities on land have so dishinshed that have not given that a fertion to shipping it deserves. The time is at heart however, when the opportunities on land have so dishinshed that have not given that its people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to the people sell and toy. This enormous sum, or most of it, should be saved to to such proposition, and which will flight to prevent its re

The bill simply imposes and ad valorem duty of 10 per cent in addition to existing duties, or in case of no duty, a duty of 10 per cent, on all goods, wares, and merchandise imported into the United States in foreign vessels. If these same products should be imported in American ships, then there is no additional duty, and if these products are now free they would still remain free if brought in American ships. The bill does not prohibit or exclude foreign commerce, as the mayigation laws of Great Britain did once. The bill leaves to the importer the choice of bringing his goods in foreign ships and paying an additional duty of 10 per cent on their value for this privilege, or of bringing them in American ships and paying no additional duty whatever. Great Brit.

The BRADFILD REQUESTED rem duty of 10 per cent in addition to

ain kept 1981, 1982 a such a hearly five hundred years, not repealing it until 1848, and not then until she had gained such advantages from its operation and other aids to her shipping that she did not need it any long-er. The bill extends the principle of protection enjoyed by industries on protection enjoyed by industries on exaging the state of the protection of the state of t

One of the reasons urged against the passage of the bill under consideration is that Great Britain and other shipowning countries will retaliate. But just how or in what way the opponents just how or in what way the opponents of the bill do not clearly set forth. The damage to our shipping that might follow retaliation is imaginary. Under the operation of maritime reciprocity and neglect, in force for nearly seventy years, and recent legislation, we have scarcely any shipping left in our foreign trade. It would be far better to carry in American ships our imports or 50 per, ent of our foreign commerce, which we would do under discriminating du-

It is said that trade follows the flag that is to say, trade follows shipping Wherever ships go trade follows.

The people of the United States, without distinction of party, earnestly de-sire to enlarge and extend their foreign trade; to sell more of their manufacur-ed and agricultural products. The best means to this end is to increase

best means to this end is to increase our shipping. No nation can have its just and proper share in its foreign commerce and in the foreign markets unless it is an owner and builder of ships. The nation that owns shipping has a great advantage in extending its trade and commerce over a nation that has no ships. The nation that carries the products it sends to foreign markets can establish and maintain its trade better than a nation that simply sells its surplus products and leaves other nations do the carrying. Shipping and trade go hand in hand.

It is generally supposed that shipping only concerns our Atlantic and Pacific costs tastes, but this is unfounded. No industry affects the country, more widely and generally than shipping. The farmer, as well as the producer of coal, lumber, from steel, and zinc, are interested in building up the shipping and shippards of the country, as these interests afford employment to people who become consumers. Ninety per cent of the farm products which are exported are hauled in foreign bottoms. If these products could be transported in vessels of the United States, it would stimulate and help all branches of business at home.

As to the cause of decline of Ameri-

stimulate and help all branches of business at home.
As to the cause of decline of American shipping Mr. Etkins said:
"First-The abandonment of the policy of protection to American shipping by discriminating duties under treaties with foreign nations and the substitution instead of this protection of no ald or encouragement whatever.
"Second—Competition of American shipping, without aid of any kind, with

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lieves the Headache, Cramps and Nausea, and so prepares the

system that the time of recovery is shortened and many say "stronger after than before confinement." It insures safety to life of both mother and child. All who have used "Mother Friend" say they will never be without it again. No other rem edy robs confinement of its pain

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foreign shipping, highly protected, aid-ed and subsidized.

"Third-Opportunities on land during the last forty years for business enter-prises and business investments have prises and husiness investments have been so great, particularly in the west that but little interest has been taken in industrial pursuits on the seas, especially as they were entirely unproceed and gave to returns.

Fourth—in the absence of any proceding or aid to American shipping it as had to pay heavy taxes at home.

had to pay heavy taxes at her rates of interest, and it res than foreign shipping

nglish insurance companies in the nited States against insuring cargoes irried in American-bulk ships. Sixth—The demoralization and loss of apping incident to the civil war. As it laws gave no protection to ahipping, was not rebuilt."

"The beneficial results of this policy of protection and discriminating duties appears that from 1789 to 1800 the carry ing of our imports in American ship increased from 17½ to 92 per cent, an of our exports from 30 to 88 per cent and from 1800 to 1810 this increase was substantially maintained, making the average of our foreign commerce carried in American ships for the period from 1800 to 1810, 81% per cent of our unports and 87 per cent of our exports.

superior force.

After giving tables showing the in-rease of American shipping under dis-criminating duties, and its decrease un-der maritime reciprocity. Mr. Elkins

said:
"No amount of sophistry, no amount of explanation, no amount of specious argument can change these facts and the results of these two policies. All the facts in the facts are the facts and the results of these two policies.

suit of this policy Mr. Elkins said:
"Pirst-it would give us immediately
large share in carrying our foreign
sommerce, all of our imports and part
our exports, and a share in carrying
the commerce of countries not owning

"Fourth—It would save to the people of the United States annually, more than \$100,000,000 now paid to foreign ship-owners for carrying our foreign commerce, with the chance in a few years of saving another hundred militons by the increase of shipping and the carrying of the world's commerce in American ships.

"Fifth—It would not only build up and increase shipping in the foreign trade, but it would be the means of extending our trade in the foreign markets of the world, so much desired by the people."

Commercial Treaties.

Mr. Elkins discussed at some length e commercial treatles with other counries which were pointed out as reason: why the bill should not pass. The bill will abrogate certain portions of them. If it becomes a law the President under the one very notice clause will notify

treaties was that as several the contracting powers carrying should be free and reciprocal and in effect put on an equal footing. The United States has observed the spirit of these treaties, and has rendered but Hitle or no sid or assistance to take the place of the protection enjoyed under discriminating dutles. Other nations, especially Great Britain, France, Germany and Italy, have not observed the spirit of the treaties, but increased their subsidies and mail pay to ships and adopted other forms of said to build up and protect their shipping.

Mr. Elkins presented a lengthy argument to show that subsidies would not accomplish the object sought. Great Britain could appropriate two dollars for every one appropriated by the United States. We paid in mail subsidies now \$500,000 a year to the American line. England has paid in subsidies ver \$300,000.00 since 1800, and from 1838 to 1830 her ships received \$4,828,830 from the United States for carrying the mails.

Free ships, he said, would not accomplish the desired result, but added another source of revenue to England, and English ships would still do the carrying of our foreign commerce.

Mr. Elkins quoted from consular re-

English ships would still do the carrying of our foreign commerce.

Mr. Elkins quoted from consular reports to show that American vessels self-dom appear in foreign ports where screet amounts of goods are shipped yearly cothe United States. From 1586 to 1896 but fifteen American vessels passed through the Suez canal and four of these were war ships and yachts. He quoted statutieties showing the millions of tone of cooks that were carried to American but only a small percentage in American ships and a consular service by the control of maintain a consular service of buildings of these was no American ships and all carrying was done in foreign vessels.

The revival of American shipping, so long neglected, is not the cause of any party for of any particular interest; it belongs to no section; it concerns the will consult the will be completed in the case of any party for of any particular interest; it belongs to no section; it concerns the will response to the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will revise the will be cased to the cause of any party for of any particular interest; it belongs to no section; it concerns the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will report and the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will report and the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will report and the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will report and the cause of the cause of any party for of any particular interest; it belongs to no section; it concerns the will report and the cause of the of our foreign commerce. Mr. Elkins quoted from consular re-

achievements and great blessings, statesmanship can have no sligher aim, patriotism no lottler purpose, and the benedictions of a grateful people will de-scend ou those who may help in this great movement.

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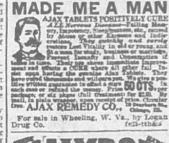
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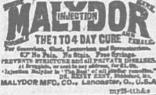
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served and excepted a strip of ground of
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northwest side of said lot for the purpose
of drainage, said five feet strip extends
the full depth of said lot from the rear to
the first feet of the five feet of the
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